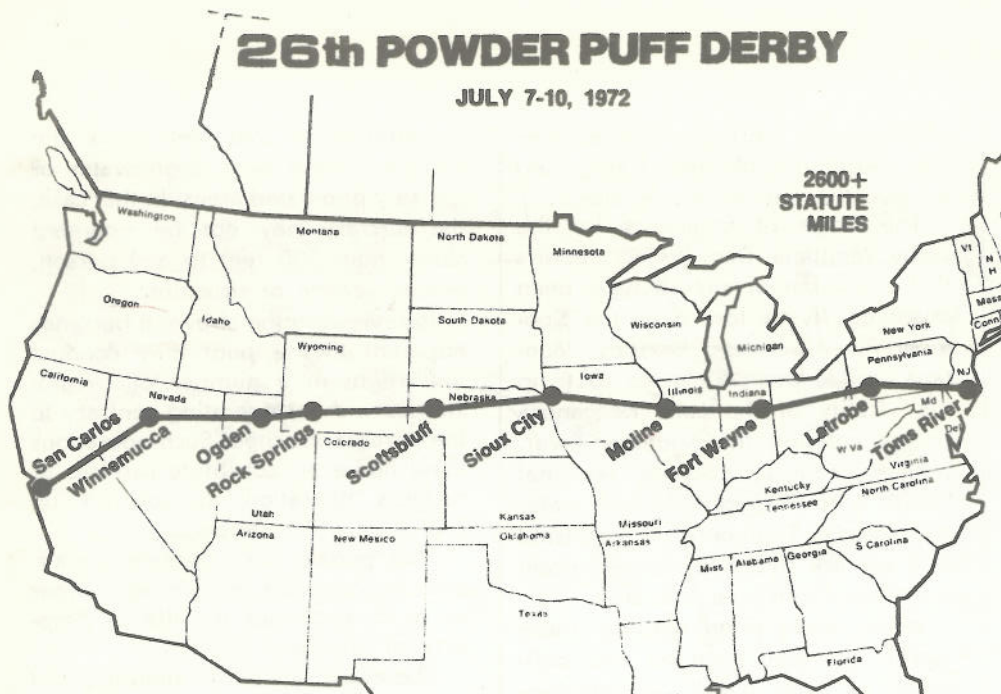


26th POWDER PUFF DERBY

JULY 7-10, 1972



MONTANA AERONAUTICS COMMISSION

Vol. 23 — No. 4

April, 1972

26th POWDER PUFF DERBY

"From Sea To Shining Sea" is the slogan of the 26th Annual Powder Puff Derby to be flagged off from sunny San Carlos Airport on July 7, 1972. To qualify, all of the anticipated 150 planes must buzz the finish line at the Robert J. Miller Airpark by sundown July 10.

The race is open to all qualified women pilots flying stock model, fixed-wing, single or multi-engine aircraft, 145-450 horsepower. Only daylight flying in VFW (contact) weather is permitted. Winners are
(Continued on Page 5)

ANNUAL MPA MEET IN GREAT FALLS MAY 12, 13 & 14

The Montana Pilots' Association will hold their annual state convention May 12, 13 and 14 at the Rainbow Hotel in Great Falls. The convention's theme will be "Mexico."

Registration for the convention will be \$10. The registration will cover: A Friday cocktail party; Saturday luncheon and banquet; and Sunday fly-away breakfast. To encourage early registration, all persons registering before April 29 will be

(Continued on Page 5)

BRICKMAN RECEIVES '71 MECHANIC'S AWARD



Awards presentation, left to right: Lt. Governor Thomas Judge; Charles E. Brickman; MAC Commissioner Michael D. Ferguson.

At ceremonies held March 16 at Lynch Flying Service, Inc., Billings, Charles E. Brickman received the Federal Aviation Administration's 1971 Mechanic Safety Award. The presentation was made by Lt. Governor Thomas Judge.

Along with the FAA award, Brickman was presented \$100 by the Montana Aeronautics Commission. MAC Commissioner Michael D. Ferguson, Billings, made the presentation.

William E. Hunt, Director of the Commission, said that the award was suggested by Commissioner Ferguson and that it will be presented annually with the FAA award.

Attending the presentations in addition to the above were: Lee Mills,

Chief, Rm—GADO #5; Helena; Richard Brodowy, Maintenance Inspector, GADO #5, Helena; Carl Hutchinson, Avionics Inspector, GADO #1, Billings; Jess Larsen, GADO #1, Billings; and Tom Lynch, Lynch Flying Service, Billings.

In addition to the above awards, Brickman will be presented another \$100 award by the Montana Pilots' Association at their annual convention in Great Falls in May.

The Aviation Mechanic Safety Award Program was established in 1963 by the FAA and the Flight Safety Foundation to give recognition to aviation mechanics making outstanding contributions to air safety by maintenance practices.

(Continued on Page 4)

**Official Monthly Publication
City/County Airport
of the
MONTANA AERONAUTICS
COMMISSION**

**Phone 449-2506
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Helena, Montana 59601

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Edited by: R. Bowsher



LOW FLYING AIRCRAFT

By Lauren D. Basham
Accident Prevention Specialist
Rm—GADO-5, Helena

Since old man winter unleashed his last furious onslaught of winter weather here in Montana, we have had a number of low flying complaints. These reported low flying incidents have been received from the Painted Rock State Park area near Hamilton, Montana, and from the Libby, Montana, Dam Project area.

Our investigation of these incidents reveals that, in some cases, the pilots involved were merely flying low while sight seeing or taking pictures and were not, in fact, operating contrary to the Federal Aviation Regulations governing low flight.

It may interest the pilot who is interested in taking pictures to consider that his normal camera lens may not be ideally suited for aerial

photographic work since it requires low flight to fill the frame and achieve the desired image size.

The Corps of Engineers for the Libby, Montana, Dam Project, reports that a number of aircraft have been observed flying low over the Kootenai River between Rexford, Montana, and a point 23 miles south in the vicinity of the Lake Koocanusa bridge crossing the Kootenai River. Lake Koocanusa, Kootenai National Forest, is now being filled with water and Corps of Engineers has requested that we ask pilots to please refrain from low flight over this area.

While each pilot reading these words may well have his own definition of "low flight", it behooves us to review FAR 91.79, Minimum Safe Altitude: General, which states in part: "Except when necessary for takeoff and landing, **no person** may operate an **aircraft** below the following altitudes: (a) **Anywhere**—An altitude allowing, if a power unit fails, an emergency landing without undue hazard to **persons or property** on the surface. (b) **Over congested areas**—Over any congested area of a city, town or settlement or over an open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. (c) **Over other than congested areas**—

An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

In reviewing the above, it becomes apparent that a pilot may conduct low flight in a number of circumstances without operating contrary to the paragraphs cited. Such operations may, however, constitute careless or reckless operation as covered by FAR 91.9 which states:

"No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another."

Therefore, all pilots should avoid low flight operations anywhere unless there is a very good reason for being low. The safety of an aircraft and its occupants may be greatly diminished by virtue of low flight over such areas as the stretch of Kootenai River mentioned earlier.

In addition, unwarranted low flight antagonizes many persons on the surface not directly involved in aviation. Such antagonism is not in the best interests of aviation in any event. So do yourself a favor and simultaneously avoid a disservice to aviation by adhering to the FARs and recognized good operating practices.

The chances are, the year 1972 will be a safe and enjoyable one for you and yours.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	May	June
Butte	15	15
Culbertson	7	7
Glasgow	3	3
Glendive	18	18
Great Falls	4	8
Havre	11	11
Kalispell	17	17
Lewistown	21	21
Miles City	17	17
Missoula	11	11
Sidney	8	8

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

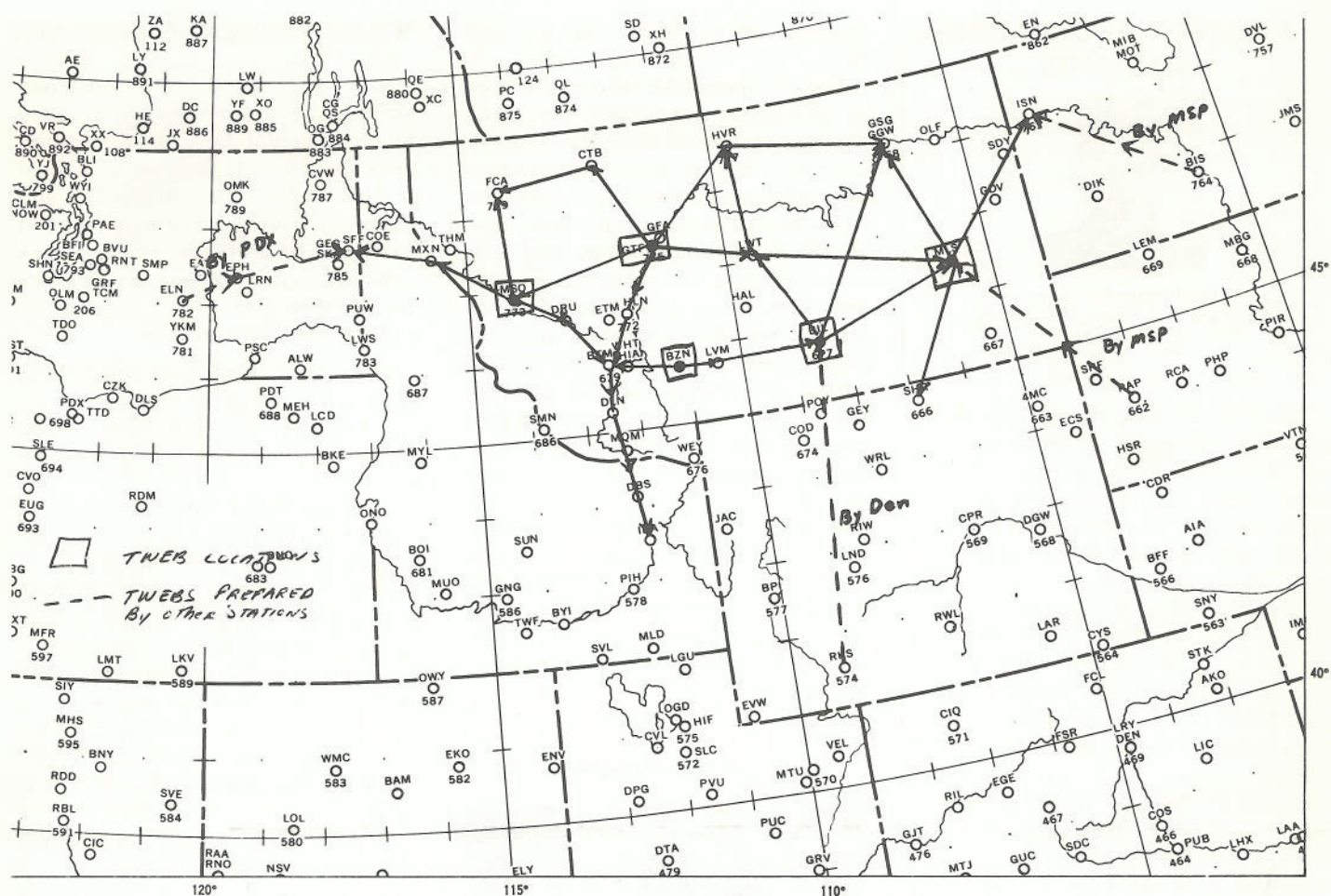
Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

In Memoriam ALBERT S. "BERT" MOONEY 1900 - 1972

The Montana Aeronautics Commission and Staff would like to extend its sympathy to the family of Bert Mooney. Mooney was one of Montana's pioneer aviators, first learning to fly in 1926. During his nearly 35 years of flying, Mooney learned to fly everything from single seaters to enormous skyliners of the pre-jet age.



ROUTE TWEBS NOW AUTHORIZED

By Jack B. Hughes
Quality Control Officer
Great Falls Weather
Service Forecast Office

Authorization for the Route-Transcribed Weather Broadcast (TWEB) has been received and began on April 1, 1972.

Briefly, the Route-TWEB will include Route forecasts rather than the Area forecasts in the cloud and weather section. The Route concept has been in effect over the central and most of the western areas of the nation for sometime with eastern and southern states still using the area format. Future plans are for all areas of the United States to have Route Forecasts in the TWEB's. With Montana beginning in April and Idaho shortly thereafter, specified Route forecasts will be available for the

Rocky Mountain, Pacific, and Northern and Central Plains states.

In Montana, there will be 17 interconnecting routes emanating from the five TWEB locations—Great Falls, Bozeman, Missoula, Billings, Miles City. In addition, the Route-TWEB forecasts as prepared by the WSFO in Great Falls will unite with Route-TWEB forecasts prepared by Denver, Minneapolis, Salt Lake City, and Portland. Routes over Montana were determined as to pilot requests through the Weather Service Offices and Flight Service Stations, terrain, and with two exceptions, the VOR Federal Airways.

There are always advantages and disadvantages to any system or method but it is expected the Route-Forecast will benefit a wider spectrum of aviation interests. For example, a pilot flying cross-country from Seattle, Washington, across Montana to Chicago can utilize the same Route-

Forecast that a student pilot would use from Lewistown to Miles City. In the near future, the Route-TWEB will be transmitted on the Service "A" or Weather Circuit and will be available on the new Request/Reply network.

Following is a list of routes for which forecasts will be prepared:

GTF-HVR-GGW	BIL-LWT-HVR
GTF-LWT-MLS	BIL-GGW
GTF-HLN-BTM-DLN-IDA	BIL-MLS
GTF-MSO	
GTF-CTB-FCA	

BZN-LVM-BIL	MSO-FCA	MLS-GGW
BZN-BTM	MSO-DRU-BTM	MLS-MSN
BZN-HLN	MSO-SO6-GEG	MLS-SHR

Two harmless X-ray devices for detecting weapons and explosives in carry-on luggage have been successfully tested by the FAA at Washington, D. C.'s Dulles International Airport.

AVIATION EDUCATION HIGHLIGHTS



By Duane Jackson
Aviation and Space Education
Consultant

The 1971-72 school year provided a small increase in aviation education programs. Such programs have been added to the curricula of the Hingham High School and the White-water High School. These additions raise the total of such courses to fourteen including Billings West High School, Billings Central, Broadwater County High School, Cut Bank High School, Flathead High School, Glasgow High School, Great Falls Public High School, Charles M. Russell High School, Helena Tech Center, Red Lodge High School, Whitehall High School and Wolf Point High School. The successful aviation science course taught at Bozeman High School was dropped when Charles Silverthorn retired.

Students in these fourteen programs will again have the opportunity to participate in the Youth in Aviation Award Program. The 1972 version of this award program has been curtailed somewhat. State level competition and the top award of a private pilot scholarship have been eliminated. What remains is a local award of a ten hour flight instruction scholarship to the top student in each aviation science course. These flight awards have proven to be quite popular and have built up interest in Montana aviation. It is hoped that the reduced program can continue to benefit top aviation students.

In other school related activities, the Flying Classroom and the Summer Aerospace Courses are being encouraged. State participation in Flying Classrooms will be somewhat limited. Possibly some of these flight activities can be scheduled on week-

ends to better utilize aircraft and pilots.

The Summer Aerospace Courses will be continued during the 1972 summer session at Eastern Montana College in Billings and Western Montana College in Dillon. Northern Montana College in Havre plans to participate on alternate years and will not coordinate a summer course this year. The two summer courses to be offered will be conducted much as in past years. A limited number of partial scholarships will be offered, and every effort will be made to provide flight orientation and field trips. Teachers interested in these courses should contact Mr. H. C. Christiansen, Principal, Ponderosa School, Billings, or Dr. Stanley Grout, Dean of Education, Western Montana College, Dillon. Both courses will carry four credits and will be offered during the three week period from June 12 to June 30.

AWARD WINNER



Charles E. Brickman, the 1971 Aviation Mechanic Safety Award winner for Montana, is a Montana native with over 20 years experience in aircraft maintenance. Born in Red Lodge, Brickman left high school in 1939 to work as a motorman in the Moat Chrome Mines in Absarokee, Montana.

Entering the Army in June, 1943, Brickman took training at Cavalry Motors Mechanic School and served in the European theater during the war as a mechanic and truck driver.

He was honorably discharged in February, 1946.

After leaving the service Brickman worked in the automotive and heavy duty equipment field. In December, 1949 he entered the Spartan School of Aeronautics under the GI Bill and graduated with an Airframe and Powerplant Certificate. He also took instruction in multiengine aircraft maintenance and airline training for a Flight Engineer position.

From April, 1952 until April, 1954 Brickman worked in Florida at Airline Training, Inc. and Sunny South Flying Service, both in Fort Lauderdale.

In June, 1954 Brickman went to work for Lynch Flying Service, Inc. of Billings as an A & P mechanic. In March, 1959 he decided to go into business for himself. He set up and operated Bud's Aircraft Service on Logan Field, Billings, until September, 1964. At that time he went to work for Hoffman Custom Flying Service of Billings until November 1965 when he returned to Lynch Flying Service.

At Lynch's his present job involves him with all phases of aircraft and shop work. His specialty in the past has been tanking heavy type aircraft for fire fighting and has 15 years experience in the heavy type aircraft spraying and fire retardant field. He has assisted in engineering and has converted such surplus military aircraft as Lockheed PV-2, Boeing B-17, and two Douglas B-26's, for fire fighting tankers. He presently services and maintains two Douglas B-26 tanker aircraft at Lynch.

Brickman has a sheet metal dimple tool registered in the U. S. Patent Office and has built several fixtures for the fabrication of sheet metal aircraft parts and also fabricated many special tools for sheet metal work.

The Skylab (the first U.S. Earth-orbiting space station) orbital workshop will be launched unmanned in the Spring of 1973, and will be visited three times by three-man crews over an eight-month period. The first manned visit will last 28 days.

FAA INSPECTOR'S CORNER



By George S. Batchelder, Jr.
Accident Prevention Specialist
GADO No. 1, Billings

"Spring has sprung
the grass is riz
I wonder where
the flowers is?"

It has been a long, hard, miserable winter and as the spring thaw sets in, aviation activity is beginning to come out of hibernation. Fixed base operators and shops are getting busy and flying is on the increase. These signs of spring are most welcome, but the need for a "spring check-up" has already shown itself in the type of accidents happening thus far this year. Airplanes on their backs without injuries to the pilot are generally indications of not only very poor judgment, but also the pilots' belief in their own ability that simply does not exist.

Three airplanes that ended attempted take-off runs in an inverted position were all tail wheel aircraft. It is becoming increasingly evident that techniques and procedures required for conventional type airplanes cannot be carried over from tri-cycle habits and training. Even the most experienced pilot is highly cautious in changing from tail wheel to tri-cycle aircraft from day to day operations. Our three upside down aircraft were all attempting take-off runs from poor runway conditions. Directional control was a factor in each accident. While it is fortunate that injuries were confined to the pilot's ego, these are accidents that once again simply did not need to happen.

If you have not been able to fly during the winter months, now is the time for a spring "check-out" with your instructor, Accident Prevention Counselor, or the Accident Prevention Specialist in your nearest GADO.

Do-it-yourself check-outs are a source of considerable trouble and never fail to produce damaged airplanes. If you are changing airplanes, haven't flown for some time, or are going to operate from unfamiliar strips and airports, a ride with an instructor who knows the situation is the best time and money you can invest to keep flying.

Another matter of concern is the operation of high time student pilots. A nation-wide effort is being made to contact holders of Student Permits with over one hundred hours to determine the intent and purposes of these students. All too often remarks are overheard to the effect that Joe Superpilot soloed on one day and took the family for a ride the next. A look at the Student Pilot Certificate will reveal under the limitations section that passenger carrying is prohibited. The back of the certificate is explicit as to the temporary nature and requirements of use. The endorsements required for solo and cross-country flying are most clear.

All student pilots are urged to check all their certificates for currency and proper endorsements. Check with your flight instructor if you are in doubt; but better yet, complete the training and get that private pilot's license.

MPA from page 1
eligible for a drawing for a free hotel room during the convention.

Friday, May 12: 12:00—Registration begins at the airport and Rainbow Hotel; 3:00—State board meeting; 6:00—No host cocktail party and dinner.

Saturday, May 13: 10:00—Business meeting; 12:00—Ladies luncheon at Elbon Club; 6:00—Cocktail party; 7:00—Banquet; 9:00—Dance.

Sunday, May 14: Fly-away breakfast at the Mustang Hangar on Gore Hill.

In addition to the above activities, one of the astronauts has been tentatively scheduled as guest speaker.

Any additional information may be obtained by writing to the Great Falls Hangar, MPA; Box 1287, Great Falls, Montana 59401.

DERBY from page 1

determined on a published handicap basis for each make and model of aircraft. Therefore, winners cannot be known until all planes have crossed the finish line.

Eight en route stops are officially designated for refueling and remaining overnight. Towers will be equipped with Simplex Time Stamps so that after the fly-by of the timing line at each airport, time will not be counted in the final scoring until the next take off roll begins. The stops pictured above are: Minnemucca, Nevada; Odgen, Utah; Rock Springs, Wyoming; Scottsbluff, Nebraska; Sioux City, Iowa; Moline, Illinois; Fort Wayne, Indiana; Latrobe, Pennsylvania.

Contestants will vie for the \$12,500 purse to be divided among the top ten places. Trophies will be given, as well as several thousand dollars more for some 43 specialized categories including best scores on route legs.

The rules, application for entry and information kit is available now and may be obtained by writing to: **All-Woman Transcontinental Air Race, Inc., Teterboro Airport, Teterboro, New Jersey 07608.**

ANTICOLLISION LIGHT REQUIREMENTS

FAA, MARCH, 1972—We would like to call your attention to FAR 91.33(c) (3) which requires that an approved anticollision light system be installed on all aircraft operated at night after 11 August 1972.

Approved system standards are set forth under FAR 23.1401 and FAR 23.1397.

The acceptable installation methods are set forth in Advisory Circular AC 43.13-2, Chapter 4, paragraphs 41, 42, 43, 44, 45, and 46 and pictured in figures 4.1 to 4.8.

We urge you to inspect your aircraft in accordance with the above information to insure that the FAR 91.33 requirements have been met.

Richard F. Brodowy
General Aviation Maintenance
Inspector.

BILLINGS TERMINAL TO BE DEDICATED

By Robert Scarborough
Airport Manager
Billings Logan International Airport

The completion of the Billings Logan International Airport terminal complex is expected to be approximately May 1, 1972. The Airport Commission will hold its formal dedication June 2, 3, and 4, 1972. All three days of the dedication will be open house for the general public and the fixed base operators will be furnished sightseeing plane rides at two cents per pound per person. Also, we hope to have an Air Force flyover each day of the dedication.

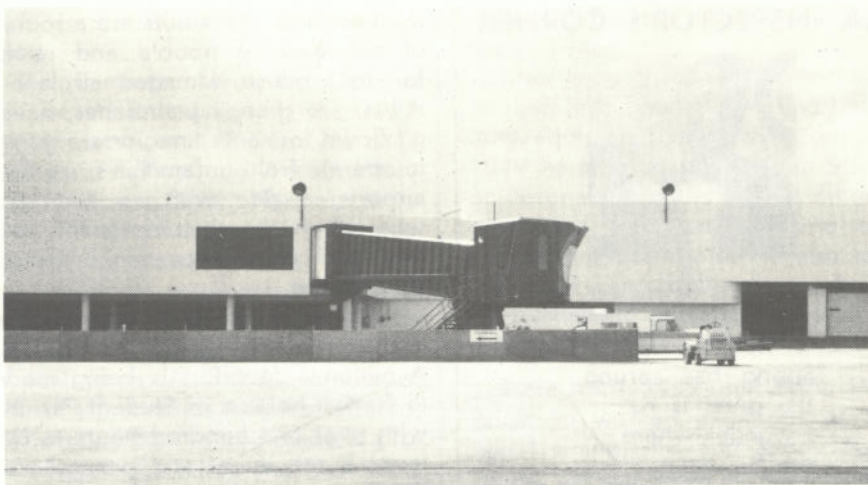
The second day of the dedication, June 3, 1972 will include the formal dedication at the terminal building at 10:00 A.M. Mr. John Shaffer, the administrator of the Federal Aviation Administration, will be the guest speaker at the dedication ceremonies. That evening there will be a banquet at the Yellowstone Country Club for distinguished guests and present and former supporters of the Billings Logan International Airport.

Also, during the second day of the dedication Northwest Airlines will furnish a 747 on status display for approximately six hours for the general public to view.

Sunday, June 4, 1972, there will be a fly-in breakfast for all Montana pilots and fixed base operators, and hopefully Canadian aircraft owners. This breakfast will also be open to the general public and will be held in the Gillis Aviation hangar.

When the concourse is finished it will provide six gate positions; three for Northwest A. L., one for Western A. L., and two for Frontier A. L. One jet bridge has arrived at Billings Logan International Airport and is being installed at the present time. We expect our second jet bridge to be installed in May. The second bridge will accommodate the DC 10 and also the 747. The third bridge is scheduled to arrive at Billings Logan International Airport in June 1972.

(Continued on Page 7)



First jet bridge being installed.



Additional waiting and observation area in new terminal.



Exterior view of new terminal complex.

The new space includes approximately 70,000 additional square feet to our present terminal complex. The entire second concourse is carpeted with a bright red carpet. The holding room furniture is being installed at the present time and the additional lobby space and observation area is presently furnished.

We invite all our friends in Montana and the surrounding area to join in with Billings in dedicating the new facility.

AIRPORT NOTES



By Worthie M. Rauscher
Deputy Director

Lincoln—The Federal Aviation Administration has notified the Montana Aeronautics Commission that ADAP funds in the amount of \$41,537.00 have been allocated for a project on the Lincoln State-owned Airport at Lincoln, Montana, to strengthen and mark Runway 4/22, strengthen the taxiway, strengthen the apron, obstruction removal, and install electrical duct. Wenzal and Company, Consulting Engineers of Great Falls are designing the construction project. MAC anticipates completion of the project during the summer of 1972.

Kalispell—Ray Hall, Manager of Glacier Park International Airport at Kalispell, Montana, has notified MAC that the Airman's Information Manual and MAC's directory should be corrected to read that jet fuel (F-30) is available at GPIA.

A project to strengthen the main runway and construct a parallel taxiway on GPIA is presently underway by URECO Construction Company of Columbia Falls. The electrical portion of the contract has been awarded to Midland Electric Company of Billings.

Anaconda—Morrison and Maierle, Inc., Consulting Engineers, have notified MAC that the construction of the crosswind runway by Lee Reynolds Contractor is presently underway. Weather permitting, the construction project should be completed during the month of May, 1972.

Great Falls—The construction project to lengthen Runway 3/21 and the associated parallel taxiway is presently underway on Great Falls International Airport. Peter Kiewit and Sons is the prime contractor.

Runways 3/21 and 16/34 will be closed from 10 June to 10 August, 1972, for construction. This will leave Runway 7/25 as the only available runway during this period.

Forsyth—Rosebud County has retained Morrison-Maierle, Inc., Consulting Engineers, to conduct a study and prepare plans for improvements on the Forsyth Airport.

The proposed project will upgrade the Forsyth Airport to FAA's Basic Utility Airport configuration. This will expand Runway 7/25 1,100 feet to a total length of 3,600 feet.

The Montana Aeronautics Commission is providing an engineering grant in the amount of \$1,000 to assist Rosebud County with the preliminary engineering on the proposed project. The Airport development will be accomplished with assistance from the FAA's ADAP funds.

Culbertson—The unicom radio, serving the Culbertson Airport at Culbertson, Montana, has been removed at the request of the community. Please change your Airport Directories to reflect this deletion.

Glendive—MAC's Montana Pilots' Flight Plan telephone service still indicates that a number of pilots are not using the communications outlet serving Glendive, Montana, and are still opening and closing flight plans with the Miles City Flight Service Station via telephone. Please correct your Directory to indicate that communications are available with Miles City Flight Service Station from Glen-

dive and surrounding area by calling Miles City Radio 122.2.

The federal government is cracking down on community development around airports by withholding funds for housing loans if it considers complaints about noise are likely.



CALENDAR

May 12-14, Great Falls—Annual state Montana Pilots' Association Convention. Headquarters: Rainbow Hotel.

May 26-28, Helena—Annual Montana Flying Farmers and Ranchers Association Convention. Headquarters: Holiday Inn.

June 2-4, Billings—Formal dedication, open house, and related activities at the dedication of the Billings Logan International Airport terminal complex.

July 3-10, San Carlos, California-Toms River, New Jersey—26th Annual Powder Puff Derby. Impound July 3, San Carlos, Ca. Deadline to finish July 10, Toms River, New Jersey.

July 16, Canadian Forces Base Moose Jaw, Sask.—Anniversary Air Show, celebrating the 20th Anniversary since the reopening of the Base.

July 22-23, Everett, Washington—"Official Washington State Airshow" at the Paine Field, home of the 747, Everett, Washington.



TOWER

OPERATIONS

MARCH 1972

	Total Operations	Instrument Operations
Billings	8,633	1,592
Missoula	9,989	535
Billings	7,045	1,971
Helena	4,363	668

WHY I WANT TO BE A PILOT!

Dillon Daily Tribune, April 11, 1972—Andy Morris of the Dillon Flying Service contributes a portion of a paper written by a Parkview sixth grader:

"I want to be a pilot when I grow up because it's a fun job and easy to do. That's why there are so many pilots flying today. Pilots don't need much school, they just have to learn numbers so they can read instruments. I guess they should be able to read road maps so they won't be lost. Pilots should be brave so they won't be scared if it's foggy and they can't see, or if a wing or motor falls

off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they're closer to them than we are. The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think plane flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like except girls like pilots and all the stewardesses want to marry pilots so they always have to chase them away so they don't bother them. I hope I don't get air sick because I get car sick and if I get air sick I

couldn't be a pilot and then I'd have to go to work."

REGISTERED?

The April 1, deadline for 1972 Montana Pilot and Aircraft is past. If you have not registered, you are in violation of Montana Aviation Regulations 1-101 and 1-102, and are subject to fine and imprisonment under Regulation 3-101.

If you need the appropriate forms—send a post card to the Montana Aeronautics Commission: Post Office Box 1698; Helena, Montana 59601. You may also call Helena at 449-2506.

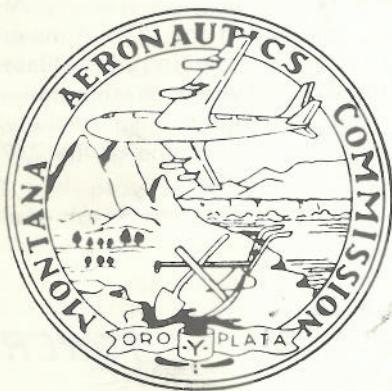
REGISTER TODAY!

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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APRIL, 1972

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